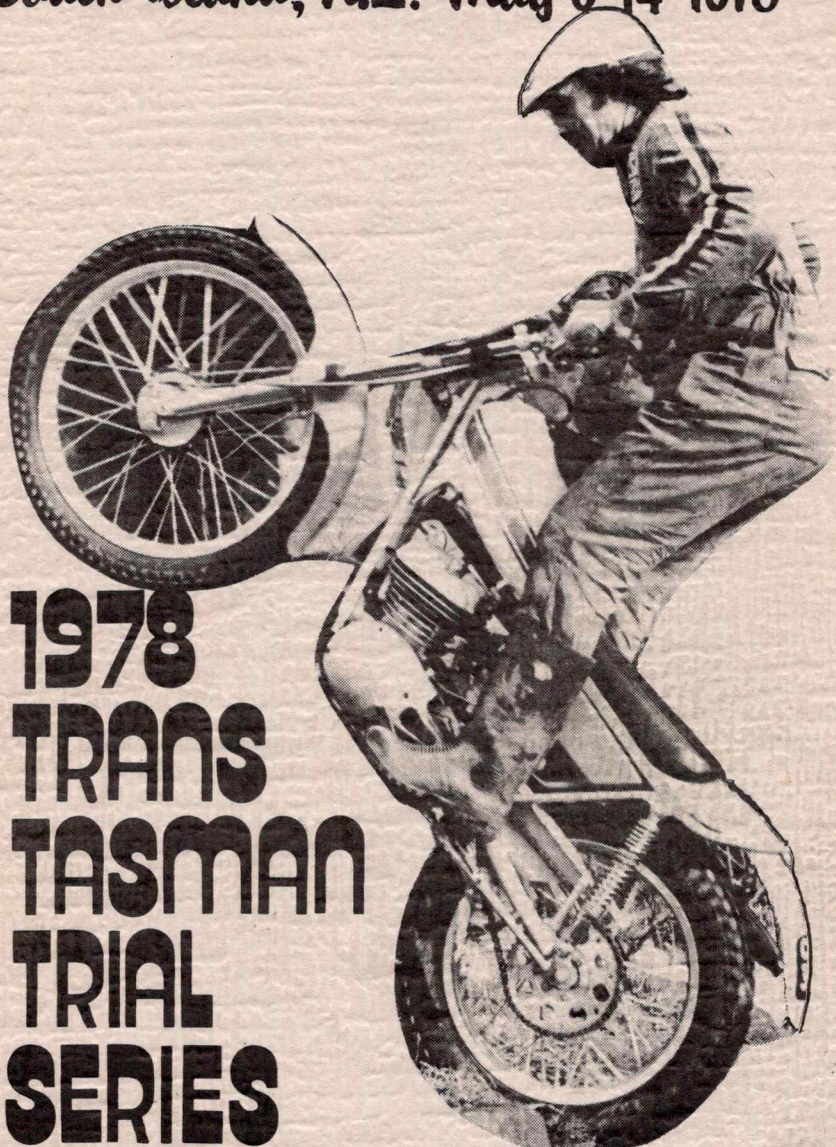
South Island, N.Z. May 6-14 1978



1978 TRANS TASMAN TRIAL SERIES

Official Programme

1978 Trans Tasman Trial Series

The 1978 TRANS TASMAN TRIALS SERIES is the 4th event competed for between riders of AUSTRALIA and NEW ZEALAND. A 3-man team representing New Zealand and an Australian Invitational Team comprising top riders from each country will contest 1978 Team honours and many individual riders from each country are eligible to contest the Individual Trans Tasman Champion title.

In previous encounters, Australia has won all the Team awards and two Individual awards.

This series comprises four separate trials with points accumulating from these trials to determine overall awards. In addition, there are awards made to the top individuals at each trial.

Overall Co-ordinator: **Alan Honeybone**

---

6 May BLENHEIM (Taylor Pass)

Organiser: **John Mortimer**

Host Club: Marlborough Motorcycle Club
c/- J. McCallum, Box 323, Blenheim. Ph 87-986

ACU Steward: Mr G. Vercoe

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7 May NELSON (Takaha Hills)

Organiser: **Bob Cooke**

Host Club: Nelson Motorcycle Club
c/- R.J. Wilton, Box 93, Nelson. Ph 88-313

ACU Steward: R.J. Cooke

13-14 May CHRISTCHURCH (Price's Valley)

Organiser: **Ken Curtin**

Host Club: Pioneer Motorcycle Club (assisted by the Corsair Motorcycle Club).
c/- A. Honeybone, Box 22-113, ChCh. Ph 529-958

ACU Steward: Mr R. Shearman

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For Spectators -

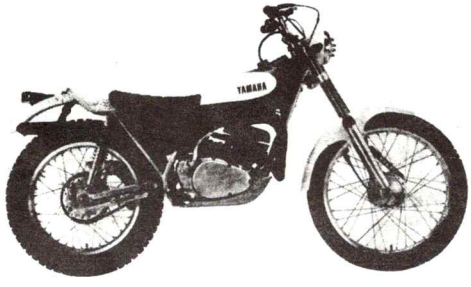
Scoring System

Each Trial in the 4-round Trans Tasman series will comprise a number of laps of a course which is marked out into 'Sections'. Typically, there might be 25 different sections and riders are required to ride these three times. At each section, the rider is guided by tapes and pegs and, keeping the white pegs to his left and the red pegs to his white, he attempts to ride from start to end of the section without stopping and without placing a foot on the ground. To ride a section 'clean' incurs no penality points.

Points are lost in the section if the rider has to 'foot', if his machine stops making progress through the section or if he dismounts (both feet on the same side of the machine). A single 'foot' loses 1 point, two such contacts between feet and ground lose three points but three or more 'foots' lose a maximum of 3 points for the section. If the front wheel of the machine stops turning forward, if the rider goes outside the section boundaries or if he dismounts then he loses a maximum of 5 points. If the rider doesn't attempt the section at all he loses 10 points.

The total points lost are added and the lowest totals win.

Each rider starts at a designated section (usually the section that has his riding number) and must progress from section to section in order until the required number of laps are complete. There are no 'speed' elements in the trial at all and riders have ample time to study each section on foot before riding. An 'observer' is posted at each section and he or she will mark the rider from the instant the front wheel spindle passes the 'start' gate until the front wheel spindle passes between the 'end' gate or pegs.



YAMAHA SUZUKI

TRIALS

Trials riding, which was developed in England, is one of the world's fastest growing motorcycle sports. Originally, about 70 years ago, trials riding was utilized to test the performance of motorcycles by riding them over terrain with varying degrees of severity, and, very soon, progressed into a sport for those who were seriously interested. In those early days, the sections were very hard on the motorcycles, and the expression "try" seemed to express what the riders were doing. Hence, the word soon evolved into "Trials."

As the years progressed, so did the motorcycles, and the trials purpose shifted from testing the motorcycle's ability to testing that of the rider. As newer and better machines were being developed, more sophisticated riding techniques were brought out, and trials riding enthusiasts soon became masters of balance and throttle control. **Trials riding is a motorcycle sport which, unlike road racing or motocross, does not necessarily depend on the clock, and which is very much like a gymnastic event in that grace and form are the important factors.** Trials riding has been referred to as the violin of motorcycle sports.

The development of trials riding techniques greatly lends itself to the rider in other motorcycle sports and also aids in ordinary riding where quick reflexes and precise control are more than beneficial in emergency conditions. For this reason alone, many motorcycle riding schools are amplifying techniques which were first developed and are used extensively by trials riders in order to produce riders who will have automatic safety-oriented reflexes. The trials riding event itself can be as varied as one's imagination. A trials event is usually composed of several sections of riding paths which have varying difficulty, and the object of the event is that the contestants attempt to ride through the sections, incurring as few demerits as possible. In each of the sections, there is a judge to determine and record the performance of each rider as he rides through, and the winner of the event is the rider who has passed through the sections accumulating the least number of points.

Trials riding can be considered among the safer sports, and by its very composition, is ideal for any and all members of the family since the real skill, blance and throttle control, is not contingent upon age. And, due to the increase in family-oriented sports, trials riding has taken a firm step forward, becoming more and more popular every day.

TRIALS EVENTS

If a motorcycle enthusiast is interested in trials riding, there are a few fundamentals that he should know and accomplish before entering a trials event.

The first step is to buy a trials machine. There are a few modified trail models available, but if one is serious and interested in the sport, it would be for better to purchase a machine which has been designed from the ground up to be ridden in trials events. **Once the rider has his trials machine, he should attempt to join a local trials riding club or a motorcycle club which sponsors various competition events including trials riding.**

Through the club or by oneself, an interested trials rider should practice, practice, and practice. The sections encountered when riding will be, to say the very least, difficult, and there are certain fundamental techniques, such as ultra-slow-speed balance and precision throttle control, which should be thoroughly understood before attempting competition events. Basically, the best practice can be obtained in locations that represent the trials sections. That is, practice riding over large rocks and logs, utilizing only the amount of power necessary to go over and shift your weight accordingly.

Practice riding along the side of steep inclines, turning in as small a radius as possible and balancing your bike at a speed just above its stalling speed. Wheelies could be encountered in an event, but are not a requirement. A wheelie, when learned, yields considerable information regarding throttle control and balance so should not be completely overlooked. With practice comes expertise and the fundamental techniques will naturally grow and expand into more sophisticated techniques.

Proper clothes are also necessary. They should be durable and comfortable. Boots should offer ankle and leg support. Gloves and helmet are also recommended for absolute safety.

Following the practice and the acquisition of certain skills, the interested trials rider should then seek to enter an event. Again, the best procedure is to follow the organization of a local club. Upon preparing yourself and your machine for the event, you should make the proper arrangements with the event officials, well in advance, to enter. The officials will, in turn, assign a number to you and give you a brief explanation of the course, either by a map or verbally. Once the event is understood, you should then familiarize yourself with all sections in order to be best prepared, and then the trials event is up to you...good luck!

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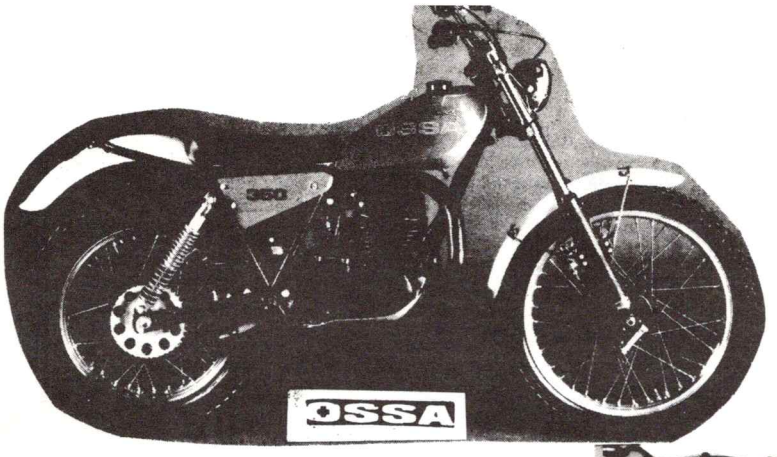
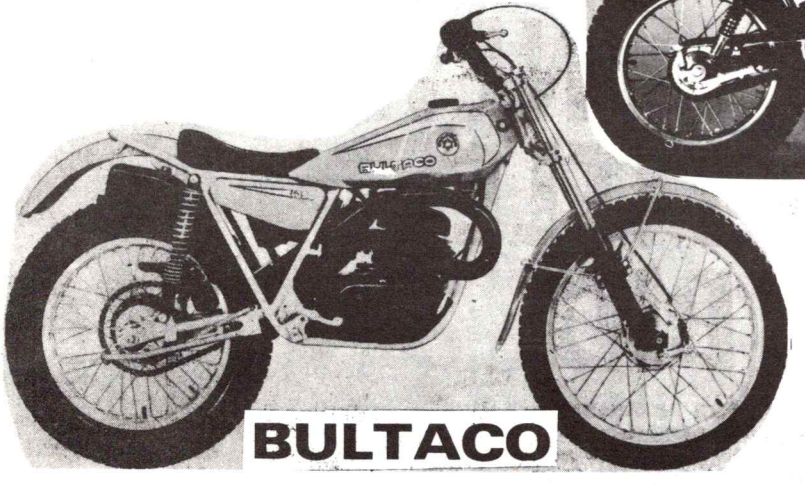
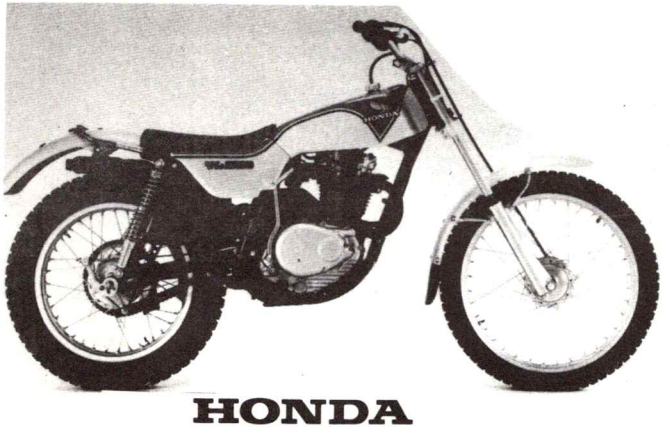


MONTESA



BULTACO



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TRIALS

KAWASAKI

RIDERS:

1	Peter	PAICE	N.S.W.	MONTESA	348	AUS TEAM
2	Paul	SYMONS	Hastings	MONTESA	348	NZ TEAM
3	Jeff	GOUGH	Queensland	KAWASAKI	KT250	AUS TEAM
4	Neil	HARRIS	Lower Hutt	OSSA	310	NZ TEAM
5	Peter	LUSCOMBE	West Aust.	HONDA	TL420	AUS TEAM
6	Mark	PATTERSON	Rotorua	KAWASAKI	KT250	NZ TEAM
7	Steven	HOLHANSEN	N.S.W.	YAMAHA	TY250C	Reserve
8	Ken	MURRAY	Balclutha	KAWASAKI	KT250	Reserve
9	Stephen	OLIVER	ChCh	HONDA	TL250	
10	Kerry	MILES	Chch	BULTACO	250	
11	Kevin	PINFOLD	P.North	SUZUKI	RL250S	
12	Peter	CROFT	Wellington	YAMAHA	TY250D	
13	Mike	VINCENT	Te Awamutu	BULTACO	250	
14	Ray	SKINNER	Auckland	SUZUKI	RL250	
15	Geof	ACE	Whangarei	MONTESA	348	
16	Tim	ASTON	Cambridge	BULTACO	350	
17	Chris	HARRIS	Lower Hutt	BULTACO	350	
18	Peter	GRINTER	Blenheim	OSSA	250	
19	Paul	ASHTON	Napier	BULTACO	250	
20	Graeme	HARRIS	Lower Hutt	OSSA	250	
21	Grant	OLIVER	ChCh	HONDA	TL145	
22	Martyn	VINCENT	Te Awamutu	BULTACO	250	
23	Murray	BEGG	Dunedin	KAWASAKI	KT250	
24	Trevor	CLIST	Paeroa	KAWASAKI	KT250	
25	Tony	CAMERON	ChCh	YAMAHA	TY250A	
26	Perry	TIDBALL	ChCh	BULTACO	325	
27	Ali	GILMORE	Dunedin	OSSA	310	
28	Noel	McCUTCHEON	Dunedin	YAMAHA	TY175C	

29	Allan	OLIVER	ChCh	HONDA	TL310
30	Paul	LAGAN	ChCh	YAMAHA	TY250B
31	Alan	HONEYBONE	ChCh	KAWASAKI	KT250
32	Alister	THOMAS	ChCh	HONDA	TL250
33	Lloyd	KNOWLES	Motueka	YAMAHA	TY250
34	John	CAMM	Wellington	YAMAHA	TY250C
35	Jock	CAIN	Wellington	OSSA	250
36	T	TIBBS	Motueka	KAWASAKI	KT250
37	Gary	COX	Auckland	HONDA	TL250
38	Adrian	TYRELL	Wellington	YAMAHA	TY250
39	Paul	KUCHENBECKER	Wellington	YAMAHA	TY250
40	James	VAN WORKAM	Nelson	HONDA	TL250
41	Andrew	VAN WORKAM	Nelson	KAWASAKI	KT250
42	Malcolm	McGIBBON	ChCh	OSSA	250
43	Steve	MORTON	ChCh	YAMAHA	TY250C
44	Shane	ACE	Whangarei	KAWASAKI	KT250
45	Gerald	BULL	Motueka	KAWASAKI	KT250
46	Parish	HURLEY	Motueka	YAMAHA	TY175
47	Malcolm	PINFOLD	P. North	MONTESA	247
48	Owen	POAD	Waverley	OSSA	310
49	David	STOTT	Dunedin	HONDA	TL250
50	Kevin	GIBBS	Maruia	HONDA	TL250
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AUSTRALIA

Peter Paice no. 1

Age 31, Peter has been riding trials for 9 years. He rode for Australia at the 1976 and 1977 Trans Tasman events and was top individual in the 1977 series. Peter has been Australian Champion in 1975 and 1976 and has been N.S.W. Champion for the past three years.

Jeff Gough no. 3

Jeff is the current Australian Champion, having taken that title last year. At age 22, he has been riding 6 years. He will ride a Kawasaki KT250 in this Trans Tasman.

Peter Luscombe no. 5

All the way from Narrikup in Western Australia comes Peter Tuscombe who is 26 and has ridden trials for 5 years. Peter was runner-up Australian Champion in 1975 and 1977 and will ride the largest capacity machine in the Trans Tasman - a 420cc TL Honda Special.

NEW ZEALAND

Paul Symons no. 2

Paul is an agricultural contractor and has ridden trials for the past 6 of his 25 years of age. Tall, at 6'3", Paul has be n runner-up for the NZ Trials title twice and was a member of the 1977 NZ Trans Tasman team. Paul has also competed successfully at motocross and miniature TT and has won the N.Z. 'Scott' Trial and Experts Trial.

Neil Harris no. 4

Neil was 3rd overall in the 1977 N.Z. Trials series and is the current 'Scott' Trial title holder. He is 22 and is a motorcycle mechanic. He will ride a Spanish Ossa 310 in the Trans Tasman

Mark Patterson no. 6

Only 16, Mark has already been runner-up in two NZ Championship Trial rounds. He has ridden Yamaha TY175, Kawasaki KT250 and make his debut on a Montesa 348 in the Trans Tasman. He is a motorcycle mechanic.

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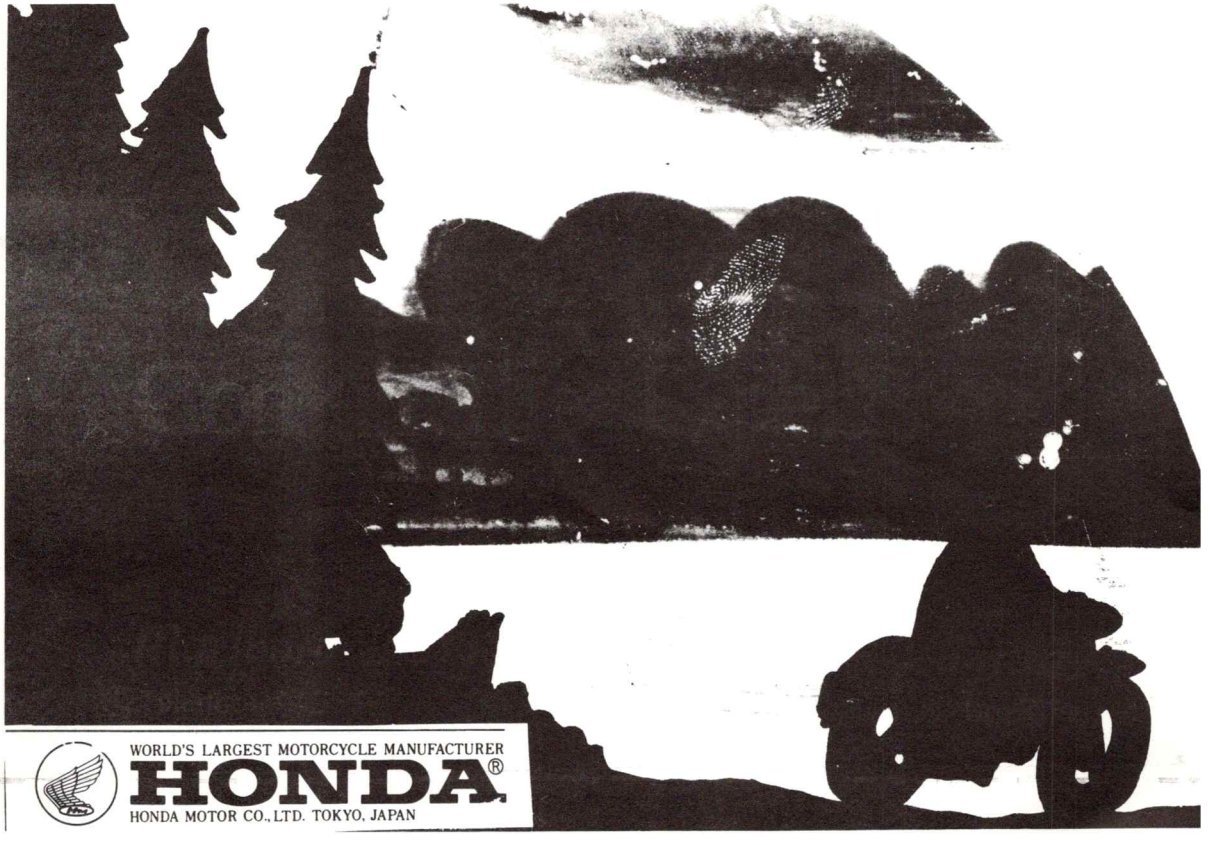

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RIDER'S INSTRUCTIONS

1. NZACU or Australian ACU licences are to be available on demand.

2. The event will be conducted in accordance with the General Competition Rules of the NZACU and scored to the system of:

a. 1 point penalty for footing once
b. 2 point penalty for footing twice
c. 3 point penalty for footing three times or more
d. 5 point penalty for 'failing' the section by dismounting (both feet on same side of machine); riding outside the defined boundary of the section; knocking down a boundary peg; the machine failing to make forward progress (front wheel stops).
e. 10 point penalty for not attempting a section.
f. Observation starts when the front wheel spindle enters the 'start' gate and ceases when the front wheel spindle passes the 'end' gate.

3. Riders will wear the numbers listed in this programme for all four events in the series and must return the bibs to the organisers at completion of the last round. In each trial, the rider must start on the section number specified by the organiser for that trial (usually the same number as his bib) and must progress from that section to all other sections in strict numerical order until the required number of laps are completed.

4. Time limits and time penalties will be as specified by the organiser at each trial.

5. In the event of a tie in the first 3 places of each trial, the tie will be broken by the number of 'clean' performances. Ties will not be broken for 4th and subsequent placings at each trial and tied competitors will take the points allocated to the tied placing.

6. Each trial is scored on a 10,9,8,7,6,5,4,3,2,1 points system for the top ten places. The accumulated placings over the four trials in the series will determine overall championship placings. In the event that there are ties in the overall placings, that tie will stand.

7. Riders must report to the organiser at 9am on each of the four rounds and sign on. On completion of the trial they must sign off and must inform the organiser if they retire.

8. Riders must not question the marks allocated by the observer -- in matters of difference of opinion, the organiser is to be consulted in the first instance.

9. Swearing in sections, other than mild curses, will not be tolerated.

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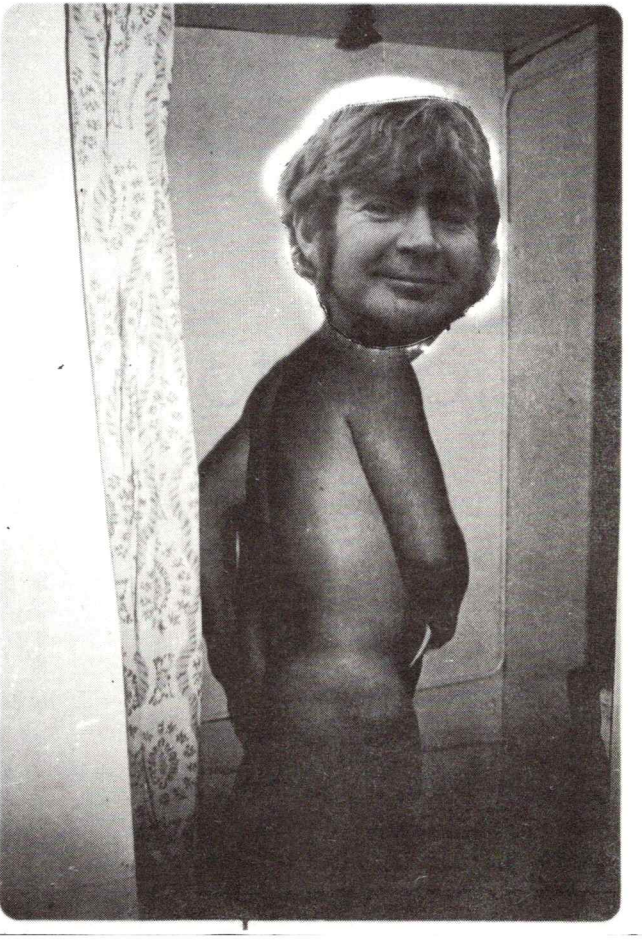

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AWARDS

Team

Each team member's actual number of points lost at each trial is totalled over the 4 rounds of the series, this is added with his two team mates scores to determine the team score. The team with the lower total will be the Trans Tasman Champion for 1978.

In a given round, should any team member retire before completing the trial then only the top two placing riders' scores for each team will be counted.

Team reserves will be used if the nominated team member is unable to start in one of the 4 rounds of the series.

	AUST	N.Z.
Round 1 May 6		
" 2 " 7		
" 3 " 13		
" 4 " 14		
Total :		

Individual

Every rider entered in the Trans Tasman Series is eligible for individual awards for each round and for the series overall. For each round, the top 10 riders will score points from 10 for 1st place, 9 for 2nd, and so on down to 1point for 10th. The total of these points for all four rounds will determine overall individual placings.

All riders who finish every round of the series will receive a finisher's certificate.

Trophies will be awarded to the top 3 riders in each round and to the top 6 riders overall.

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